

AGC/WSDOT Structures Team Meeting

October 10, 2003

9:00 AM –12:00 PM NWR Corson Avenue Facility

Attendees:	Company	Phone	E-mail
Ayers Scott	Wilder Const.	425-508-3246	scottaye@wilderconstruction.com
Becher Dave	WSDT-NWR	425-649-4429	becherd@wsdot.wa.gov
Casey Daniel	KLM Const.	253-297-2750	dcasey@klmci.com
Hilmes Bob	WSDOT-ER	509-324-6232	Hilmesb@wsdot.wa.gov
Kapur Jugesh	WSDOT_HQ	360-705-7209	kapurju@wsdot.wa.gov
Madden Tom	WSDOT_UCO	206-768-5861	maddent@wsdot.wa.gov
McCoy Charlie	Atkinson Const.	425-255-7551	cmcco@Atkn.com
Owings Don	WSDOT-SWR	360-905-1501	owingsd@wsdot.wa.gov
Quigg John	Quigg Bros.	360-533-1530	johnq@quiggbros.com
Sheikhzadeh M.	WSDOT-HQ	360-705-7828	sheikhm@wsdot.wa.gov
Smith Douglas	Mowat Const.	425-398-0205	dougsmith@mowatco.com
Smith Tobin	Max J. Kuney	509-535-0651	tobin@maxkuney.com
Swenson Robb	General Const.	360-394-1407	Robb.Swenson@kiewit.com

The meeting started at 9:00 AM. Mo introduced and welcomed new team members Don Owings PE from the SWR and Dave Becher PE from the NWR. Also attending were:

John Olk	Bridge Office
Mark Hammer	NWR
Steve Fuchs	OR
Munindra Talukdar	Bridge Office

Review of September Minutes

Bob Helmes suggested that after debating the Std. Specs. 6-02.3(11) concerning methods for moisture curing of concrete in the September meeting, no action was been taken. He proposed that this issue should be tabled again.

Action Item: Mo will place this issue on the November agenda.

Lead Team Update

Mo and Charlie gave an update of the September Lead Team meeting. The highlights were:

- The AGC/Admin team has reached a decision to change the selection procedures for the DRB teams starting in March 04. There will be a pre-selected twelve-member roster that the State will choose from. Similar pre-selected teams for the Contractors and third members will be pre-determined.

Center St. Flyover Constructibility Review

Steve Fuchs and Munindra Talukdar gave a project description of SR 16 Union to Jackson project and sought the team's constructability feedback. The bridge has a two unbalanced spans 170', and 140' long with two field splices located near pier 2. The cross section consists of 3 plate girders 10.5' deep. There are power lines about 35' above the bridge and 12' wide. Due to traffic sequencing, pier 1 will be constructed 6 months after construction of piers 2 & 3. The main concern of the design team is if there are any concerns with respect to erection of the girders under the power lines.

Comments from the team:

- No fatal flaws were noted. The project seems constructable as proposed by the design team
- The south girder of span 2 will be the most challenging to erect. Two cranes will be needed during erection even though the girder weighs 90 kips
- Pursue de-energizing the power lines during erection. This request may be granted with a 30 day advance notice to the utility company

Discussion topic #26 – Develop Criteria for Vibration Limits Adjacent to Green Concrete

The Standard Specs does not address any limitation for vibration generated by construction activities near newly placed concrete. Std Specs. 6-05.3(11)H addresses limitations for pile driving near new concrete and the Shaft Specials address vibration limitations near newly placed shafts.

Action Item: Mo will work with the geotechs and draft a proposal for the team to deliberate.

Review of the Std. Specs 6-02.3(17)K- Concrete Forms On Steel Spans

The team reviewed an addition to this Spec by the bridge office. There was a minor deletion of word "appreciable" proposed. Please note the attachment.

Action item: Mo will place this modification in the Amendments to the 2004 Std. Specs.

Need For concrete barrier Tie-Down in Work Zones

Mo showed a Power Point presentation of pinned type II barriers in work zones. A sedan at 40 m/h deflected the barrier placed on asphalt approximately 3'. Safety of worker working directly behind these barriers is a major concern. There is also a concern with barrier tie downs where they protect bridge falsework. The current design of only 2 pins driven through each segment of the barrier is grossly inadequate. Barriers with 5 pins driven through each 10' section have performed well. The team discussed the following after the presentation:

- Idaho DOT requires predrilled barriers

- Design/allow for the slide distance
- Only consider for special cases such as around sharp roadway curves
- Tighten the slop around the pin loops
- Traffic sequencing will take longer and more costly
- Stiffer barriers will be more of a hazard to the drivers
- The current angle and bolt tie down design is not a good detail. A loose angle hit a driver on SR 167 Contract causing a substantial claim against Peterson Brothers.
- Jugesh proposed a set of cable ties in lieu of pins for barrier connection

NE 8th Bridge Rolling

Charlie and Dave showed a time laps video of this project and narrated a weekend rolling of this staged constructed plate girder bridge.

Wall Specs Review Feedback

The following comments were discussed:

- Payment for SE walls should be per square feet that includes all pay items
- Identify wall limits on the plans to distinguish whether the prime or wall sub is responsible for
- Section 6-13.3(8), Identify “SEW”
- Section 6-12.3(2), the 12’ wide access road is inadequate for wall construction
- Section 6-13.1, do not delete “as shown in the contract plans and special provisions”
- Place barriers in a separate spec

Team Assignments

The team members will continue to review & discuss the Standard Specs. 6-02.3(18-24) for the November meeting. Also, refer to the pending discussion items and augment with new issues.

The meeting adjourned at 12:00 PM.

Next Meeting November 14, 2003 9:00 AM Corson Ave. Facility

